

Notice of Meeting

Local Traffic Committee Meeting

A Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

Venue	Via Email
Date	Tuesday, 16 April 2024

Phil Holloway
Director Infrastructure Services

*I2024/556
Distributed 10/04/24
Amended 17/04/2024*



BYRON SHIRE COUNCIL
LOCAL TRAFFIC COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 Local Traffic Committee Meeting held on 12 March 2024

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 Goonengerry Public School Road Safety Changes 3
6.2 Automated Flood Signage Installation 21

7. REGULATORY MATTERS

7.1 Transport for NSW Temporary Delegation to Councils..... 26

8. MATTERS FOR TRAFFIC ENGINEERING ADVICE

8.1 Tuckeroo Avenue Linemarking Upgrade - Local Area Traffic Management 32

REGULATORY MATTERS

Report No. 6.1 Goonengerry Public School Road Safety Changes

5 File No: I2024/436

Goonengerry Public School is a two classroom school located in the Byron Shire hinterland and has an enrolment of 45 students aged from kindergarten to Year 6.

Figure 1 – Map showing school location in relation to surrounding towns

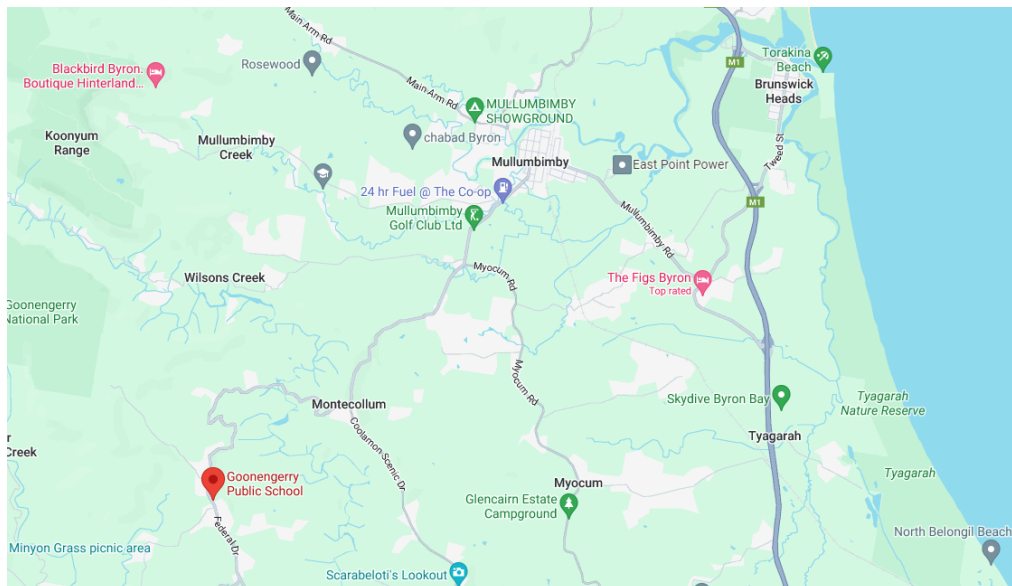
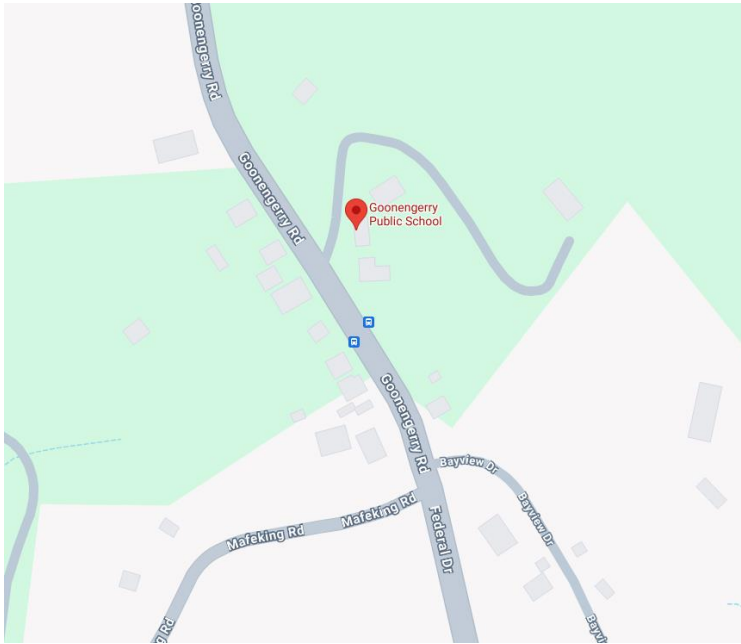


Figure 2 – Map showing school location in relation to surrounding roads



Byron Shire Council and Transport for NSW have received requests from the school Principal in relation to safety issues at the school bus stop over several years.

- 5 At present, there is no formal boarding point for the bus and young school children are stepping off a steep grassy bank onto the bus. During wet weather children have slipped under the bus. See photo of bus stop below.

Figure 3 – Photo of current school bus stop



- 10 Thanks to funding from Transport for NSW, Council have been able to design the below proposal to help improve road safety in and around the bus stop (also refer Attachment 1 - Goonengerry School Road Safety Design Plans).

6.1

Goonengerry Public School

Legend

- Linemarking and Signage Improvements Area
- Kiss and Ride Bay and Staff Parking Area
- Second Bus Stop Area
- Car Parking Area

Proposed Additional Works Plan
Scale 1:1000 (A3)

Callout Boxes:

- New graded and gravelled bus stop/car parking (approx 75mx1m). Remove existing yellow school sign. This area will be used by primary and high school bus while works are occurring and by parents parking and high school bus after works complete.
- Install new bus zone sign RS-20R (sign to include school zone hours and M-F).
- Grade and gravel existing unnamed council road and Kiss and Ride area (approx 150mx15m). Add new Kiss and Ride signage alongside school fence, including LVR3-303, 2xRS-4LR, 2xRS-4LL (RS signs to include school zone hours and M-F).
- Second Bus Stop approx 10m off council road
- Proposed Bus Stop Refer to Drawing - Road and Drainage Plan (306Z-07)
- Refresh existing EL1 edge line and BL2 median lines (approx. 60m each).
- Install new 40 yellow school zone and white dragon teeth pavement treatments. Install new school zone signs RA-230 and RA-231 (60kph) to match size and height of flashing light sign opposite. TNGW to arrange flashing light sign installation.
- Install new 40 yellow school zone signs W6-3B and W8-14B
- Replace existing school zone signs with new RA-230 and RA-231 (60kph) signs to match size and height of flashing light sign opposite.
- Install new EL1 edge lines and BL2 median lines (approx. 150m each), if there is sufficient road width.
- Install new bus zone sign RS-20L (sign to include school zone hours and M-F)
- Install new yellow school signs W6-3B and W8-14B
- Paint black existing 40 yellow school zone and white dragon teeth pavement treatments. TNGW to arrange for relocation of existing flashing light sign. Remove existing school zone sign.
- New gravel access to school's southern maintenance gate

[illegible]

Table 1 – Summary of road safety concerns and proposed improvements

BYRON SHIRE COUNCIL

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No.	Concerns	Improvements
1	Bus stop safety	<ul style="list-style-type: none">• Accessible footpath from school gate to bus boarding point, including handrail.• Widening of existing bus waiting area and installation of new pavement, kerb and drainage.• New bus zone signage.
2	<p>Traffic speeds</p> <p>The school sits within a 60kph speed zone which ends 200m either side of the school and then changes to 80kph. The school's perception is that drivers often do not slow down when entering the 60kph zone.</p>	<ul style="list-style-type: none">• Refresh and relocation of existing school zone signage and line marking.• Installation of new double (no passing) median lines and edge lines on northern approach to school (if sufficient road width).• Transport for NSW, Council and NSW Police are currently investigating lowering the speed limit on Goonengerry Road as a separate project.
3	<p>Parent car parking</p> <p>Congestion caused by up to 20 cars at drop off / collection times</p>	<ul style="list-style-type: none">• Creation of car parking on road verge, adjacent to secondary bus stop (i.e. grade and gravel).• Grade and gravel to unnamed Council road.• Installation of new signage to delineate Kiss and Ride area.
4	Secondary bus stop location while construction is underway	Formalisation of existing High School bus stop (i.e. grade, gravel and signage) which is located adjacent to Council unnamed road. Stop to be used by Primary School bus while works occur and continue to be used by High School bus after works are complete.

While this design improves the current road safety there are additional future works that have been requested but which do not form part of this project due to timeframe and design budget constraints. These future works include:

- Sealing of the unnamed Council road and turning circle on adjacent property,
- Line marking of the Kiss and Ride parking bays,

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.1



- Sealing of the secondary bus stop and car parking,
- New footpath from secondary bus stop to school.

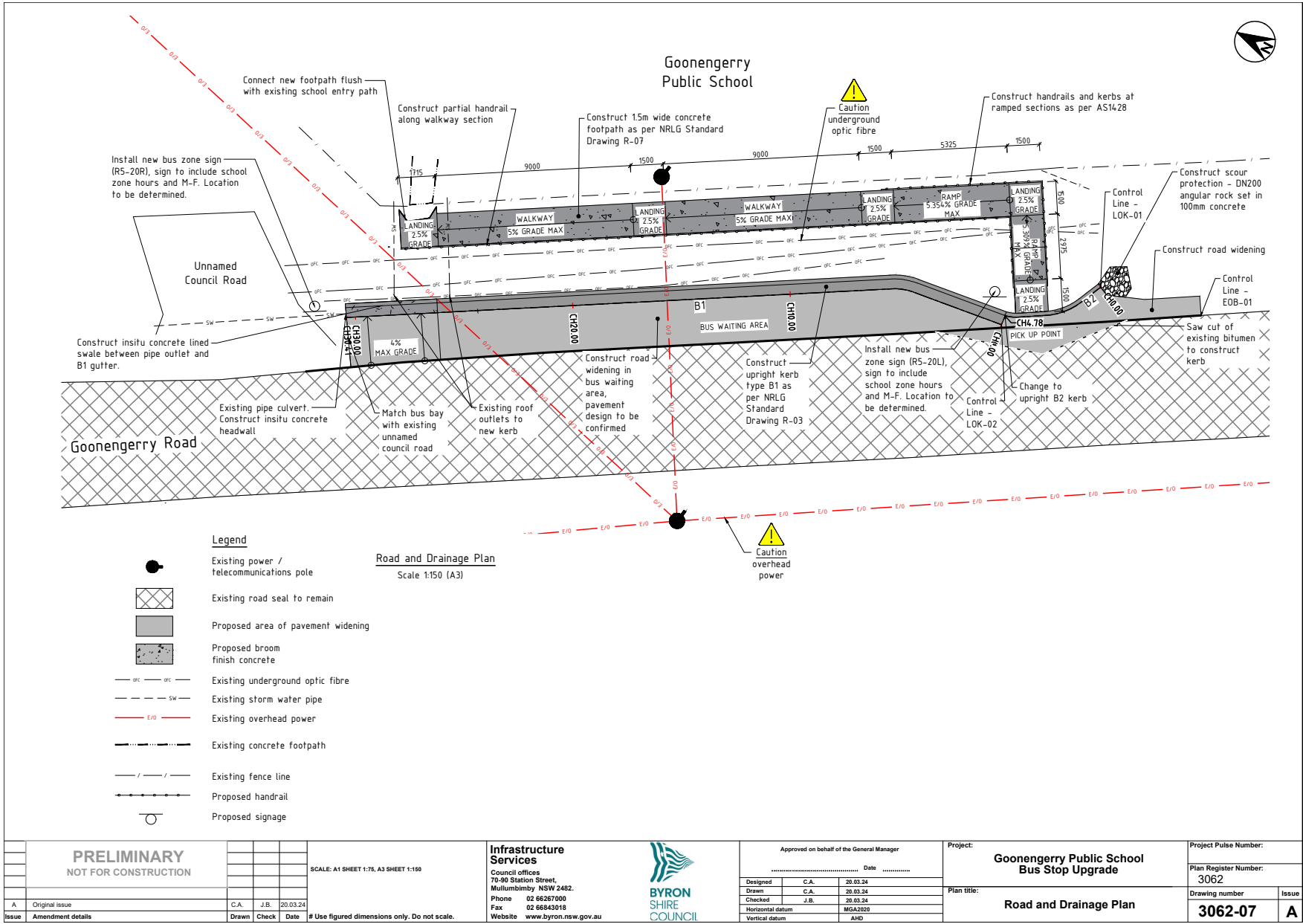
At present Council does not have funding to complete construction of these works. However, subject to LTC approval, this project will be submitted for TfNSW School Road Safety grant funding in May 2024 for delivery in the 2024/25 financial year.

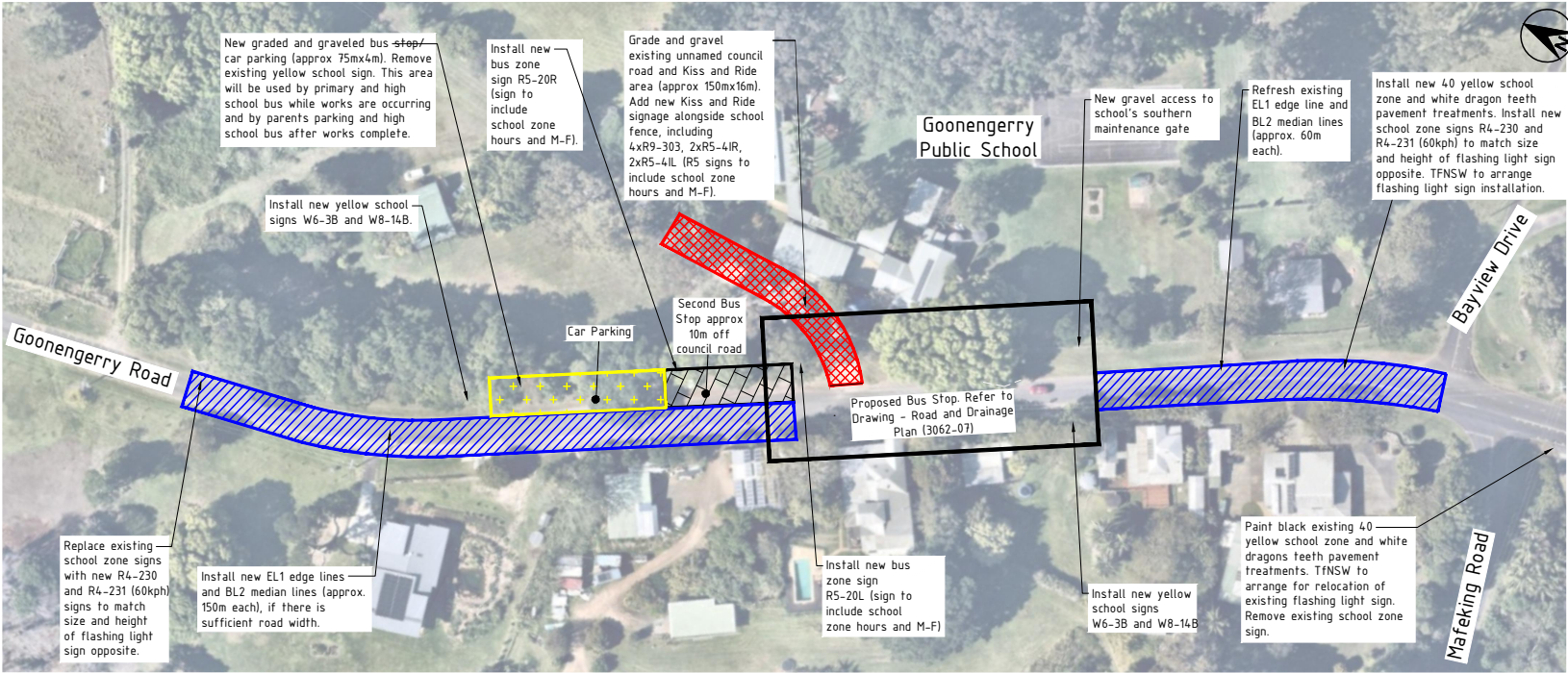
RECOMMENDATION:

That the Local Traffic Committee recommend Council endorse the road safety changes documented in Attachment 1 Goonengerry School Road Safety Design Plans - LTC March 2024, E2024/30389.

Attachments:

- 1 Goonengerry School Road Safety Design Plans - LTC March 2024, E2024/30389 , page 8 
- 2 TfNSW Goonengerry Public School Road Safety Report 2022, E2024/27175 , page 10 



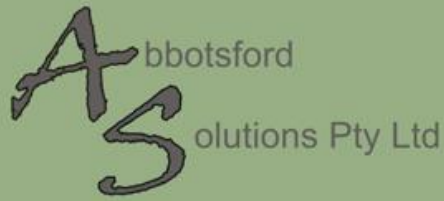


Legend

- Linemarking and Signage Improvements Area
- Kiss and Ride Bay and Staff Parking Area
- Second Bus Stop Area
- Car Parking Area

Proposed Additional Works Plan
Scale 1:1000 (A3)

<div>PRELIMINARY</div> <div>NOT FOR CONSTRUCTION</div>			<div>SCALE: A1 SHEET 1:500, A3 SHEET 1:1000</div> 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Road Safety Review

Goonengerry Public School
Goonengerry Road, Goonengerry

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Author:	Ian Shanahan – Abbotsford Solutions
Date:	November 2022
Version:	1
Review date:	November 2022

Overview

Goonengerry Public School – Goonengerry Road, Goonengerry

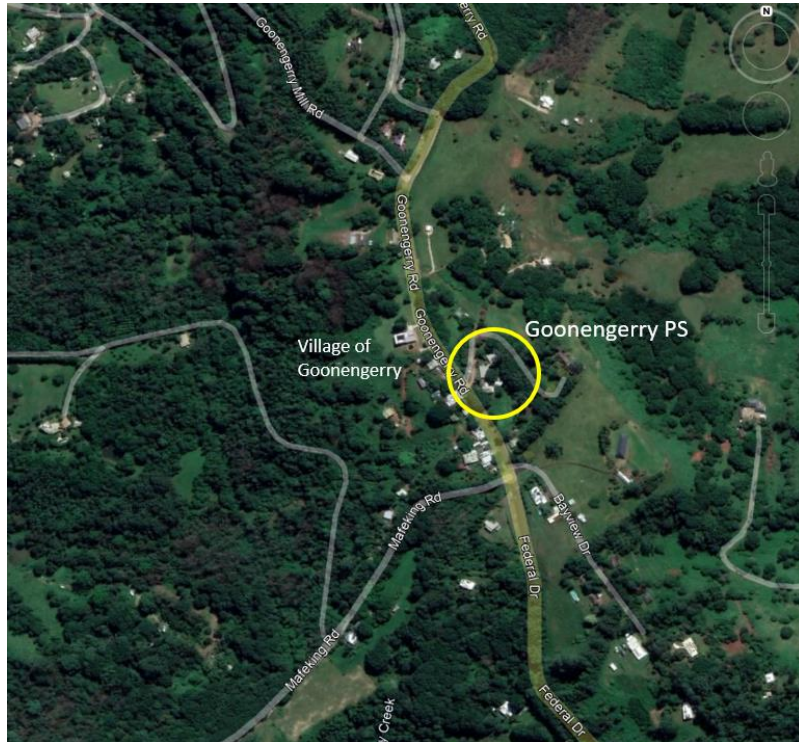


Figure 1: Map of location

Issue

Assessing the appropriateness of the school zone signage and overall operation of the school, including bus services, parent drop off zones and signage for compliance with TfNSW guidelines.

Background

A request has been received from the School Principal for a review of the road safety measures at the school after several issues were raised in a WHS report prepared by the Department of Education and the school. Issues included the lack of a sealed off-road bus bay, suitable access from the school to the bus zone and no formalised 'kiss and drop' zone.

Existing School Accesses

Goonengerry Public School fronts Goonengerry Road and has a pedestrian gate near the corner of the school boundary fence. There is also an access driveway off Goonengerry Road.

The other access to the school is via a private access road on the northern side of the school. There is a pedestrian gate into the school off this gravel access road. A turn around area has also been formed which provides access to staff parking and a grassed over-flow parking area.

Consultation

The school principal has been contacted by phone to arrange an onsite meeting. This meeting was carried out on Tuesday 22 November with a representative from TfNSW and the principal.

Any outcomes from this report will be discussed with stakeholders within TfNSW and the Byron Shire Council staff.



Private access road and bus bay

Site Inspection

Bus Service and Zone

The principal discussed the present situation with the school buses that utilise the Goonengerry Road frontage. The existing zone to the south of the access road accommodates only one bus at any one time. There is an existing pull-over bay on the northern side of the access road which is utilised by the waiting bus and/or the high school bus as required. Several issues were raised with the location of the southern (main) bus zone due to its length, its width and poor pavement conditions. When a bus is parked in the zone, the bus protrudes out onto the road and creates a safety hazard for passing vehicles.



Bus protruding onto the roadway

There is no formal bus zone signage for the bus zones and the school relies on locals knowing the bus routines to avoid conflicts with the bus operations.

There is no formal footpath or steps to the bus zone. This requires students and teachers to navigate the steep gravel batter. The school has reported several recent incidents that have occurred. A concrete path and steps and/or ramp are required for the students to gain all weather access to the bus zone.

Existing 40 km/h School Zone

There is an existing 40 km/h school zone on Goonengerry Road. For northbound the start of the zone is located approximately 150 m to the south of the school access. Currently there are standard school flashing lights, a 40 km/h school zone patch and 'dragon's teeth'. A single '40 school zone ahead' sign is located 100 m south of the zone.

There are no other school signs within the school zone for northbound traffic.



Northbound start of school zone

For southbound the start of the zone is located approximately 210 m to the north of the school access. Currently there are standard school flashing lights, a 40 km/h school zone patch and 'dragon's teeth'. There is a school warning sign 120 m north of the access gate.



Southbound start of school zone

The principal has raised issues with compliance to the 40 km/h speed limit by some drivers.

Parent Parking and 'pick up / drop off'

At present there is no designated 'kiss and drop' zone for the school. Parent now park in the private access road and use the area adjacent to both sides of the pedestrian gate for an informal 'kiss and drop' zone.



Informal 'kiss and drop' zone

This area of the access road is in poor condition and not suitable for use in all weather conditions.

The principal was concerned with this situation and the lack of a controlled 'kiss and drop' zone.

General Parking

The principal was concerned with overall parking in the private access road and in particular with the standard of the pavement. In recent flood times the school has arranged for additional loads of aggregate to be spread over the roadway to allow access during wet weather.

The access point onto Goonengerry Road is also of major concern. It is in poor condition and vehicle entering the main road have issues with traction due to loose gravel. There is also limited sight distance to the south due to the location of the bus bay and the lack of adequate sight distance past a parked bus.

The legal status of the private access road may be an issue for council and any intended works to be carried out in this area. This issue will require further investigation by council before TfNSW could consider funding any works in this area.



Goonengerry Property Map

Recommendation

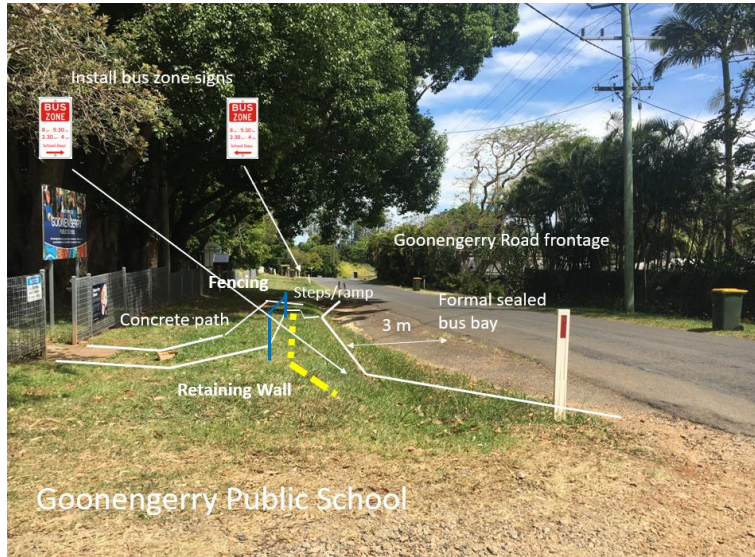
Recommendation

1. That a formal bus bay be constructed on Goonengerry Road to the south of the access gate. This should also include a formed pathway and steps and/or ramp to the bus bay. Earthworks will be required to obtain the required width for the bus bay, this may include the installation of a retaining wall and fencing.
2. Investigate the provision of a sealed bus bay to the north of the access gate for waiting buses.
3. The installation of northbound 'school' warning sign on Goonengerry Road to alert drivers to the oncoming school.
4. The introduction of a 'kiss and drop' zone in the private access road and associated signage. This should include pavement construction to allow for all weather access
5. Sealing to the throat of the private access road connection to Goonengerry Road.
6. Investigate possible sealing for the private access roadway and turn around area.

All of these proposed changes are detailed in Attachment A.

These changes will provide a controlled approach to parking and the overall operation of the school. These proposed changes were discussed at the on-site meeting and the school principal concurred with these recommendations.

Attachment A



Sheet 1 of 6



Sheet 2 of 6



Sheet 3 of 6



Sheet 4 of 6



Sheet 5 of 6



Images of private access road – to be sealed



Sheet 6 of 6

Report No. 6.2 Automated Flood Signage Installation

File No: I2024/447

5 The purpose of this report is to gain Local Traffic Committee and Council support for the proposed Automated Flooded Road Closure Signage.

The February 2022 floods caused major damage to public and private infrastructure throughout the Byron Shire. As a result, many residents were isolated due to dangerous flood waters and damaged roads.

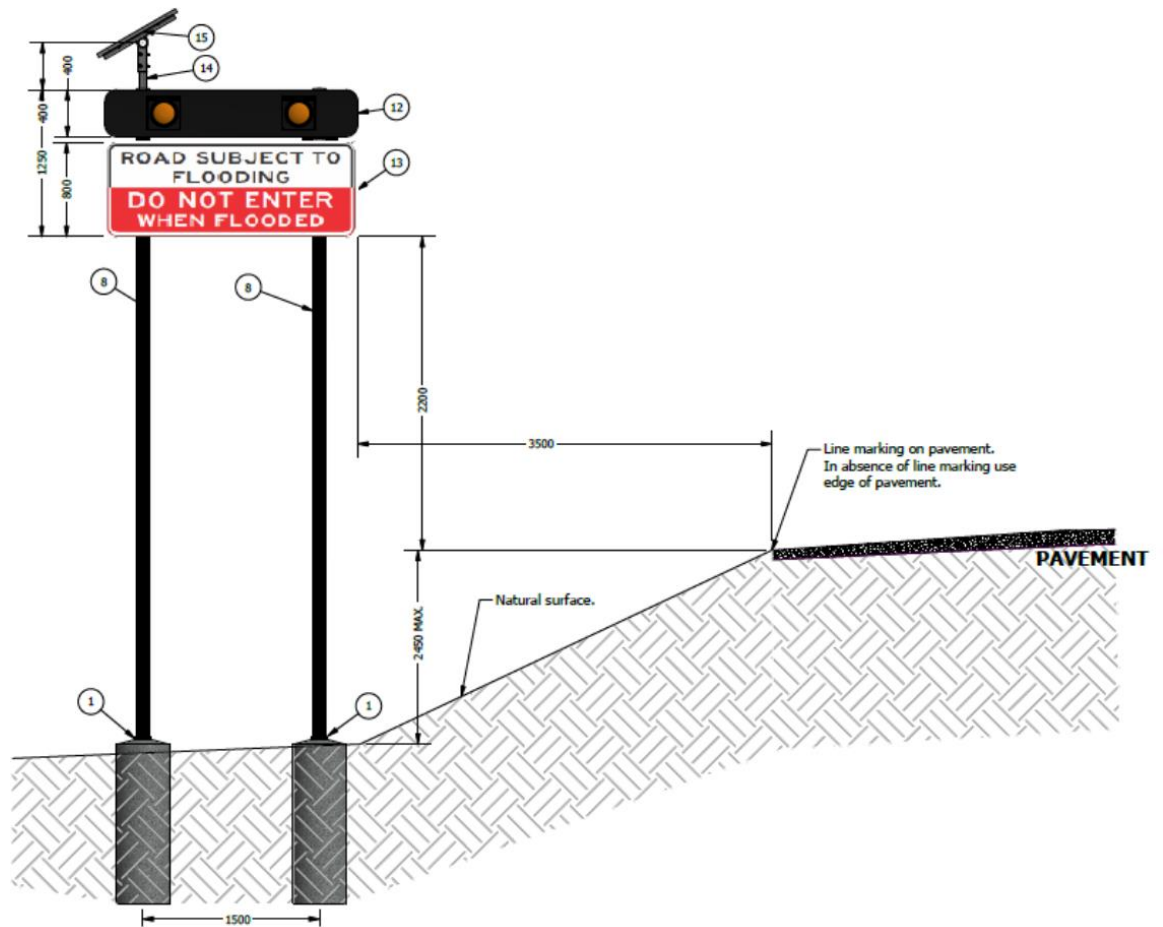
10 In response to these floods, Byron Shire Council were successful in gaining government funding through Resilience NSW (ResNSW) to complete these flood resilience works. The funding is provided by the Local & Regional Stream of the Disaster Risk Reduction Fund, jointly funded by the NSW Government and the Commonwealth of Australia, to allow support of the project to 30 June 2024.

15 Council proposes to install three sets of Automated Flood Signs with flood level sensors and cameras which feedback to Council's Emergency Dashboard.

To meet the grant funding requirements the signs must be installed and the funds expended by 30th June 2024.

The signs have solar powered wig-wag lights that flash when the water level station registers a level above the set trigger level.

20 The signs will be set out in the verge of both approaches to the section of flood prone road as per the below drawing.



The signs are proposed on Main Arm Road, Main Arm, Left Bank Road, Mullumbimby and Myocum Road, Myocum. The approximate locations are shown in the below plans.



Main Arm Rd Main Arm - Road Closure Signage Project



Disclaimer : While all reasonable care has been taken to ensure the information contained on this map is up to date, no warranty is given that the information contained on this map is free from error or omission. Any reliance placed on such information shall be at the sole risk of the user. Please verify the accuracy of the information prior to using it. Note : The information shown on this map is a copyright of the Byron Shire Council and the NSW Department of Lands.

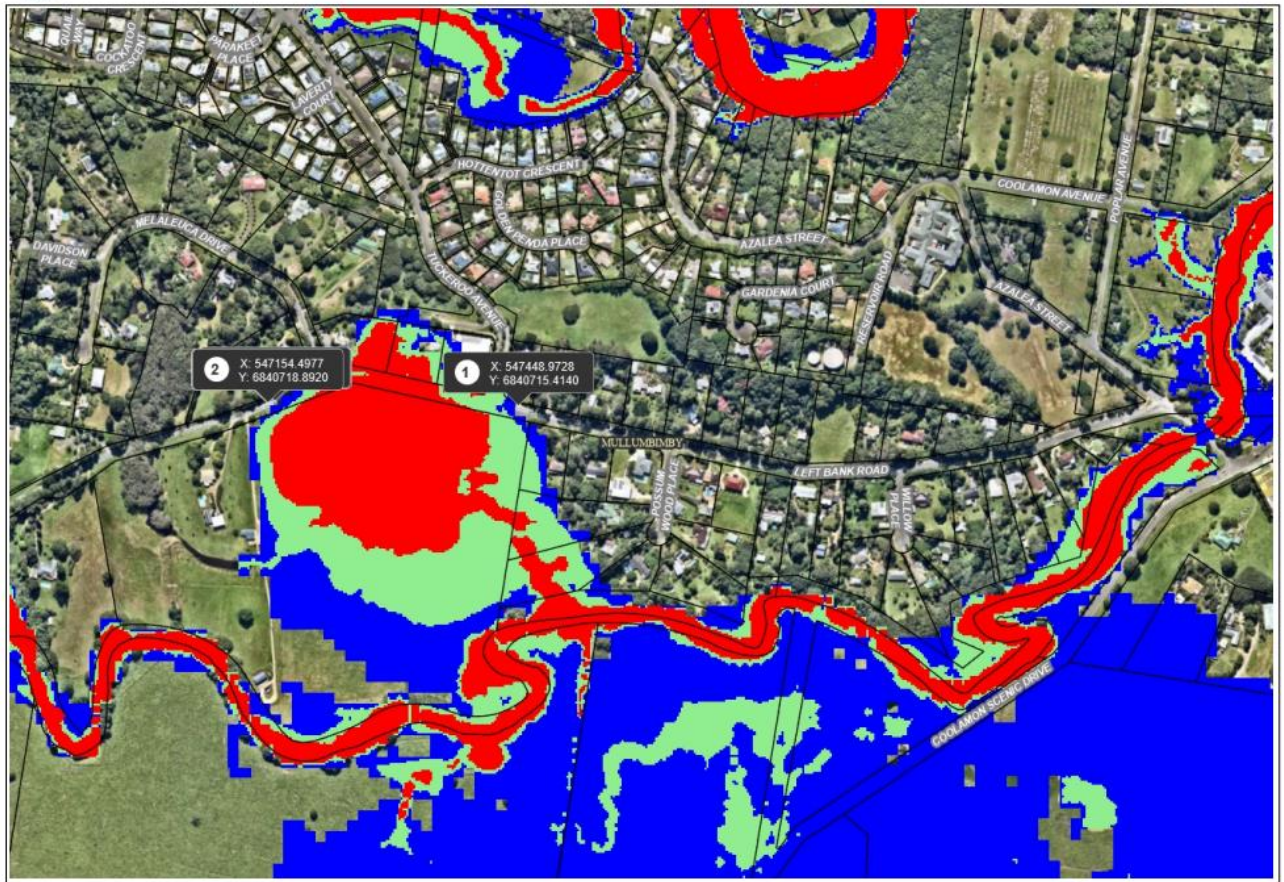
548
Meters
1 : 8,000
(Scale @ A3 Size)

Notes

Possible Road Closure Sign Locations - subject to validation
Point 1 - Heading West
Point 2 - Heading East
Coordinate System - MGA94



Left Bank Rd Mullumbimby – Road Closure Signage Project



300

Meters

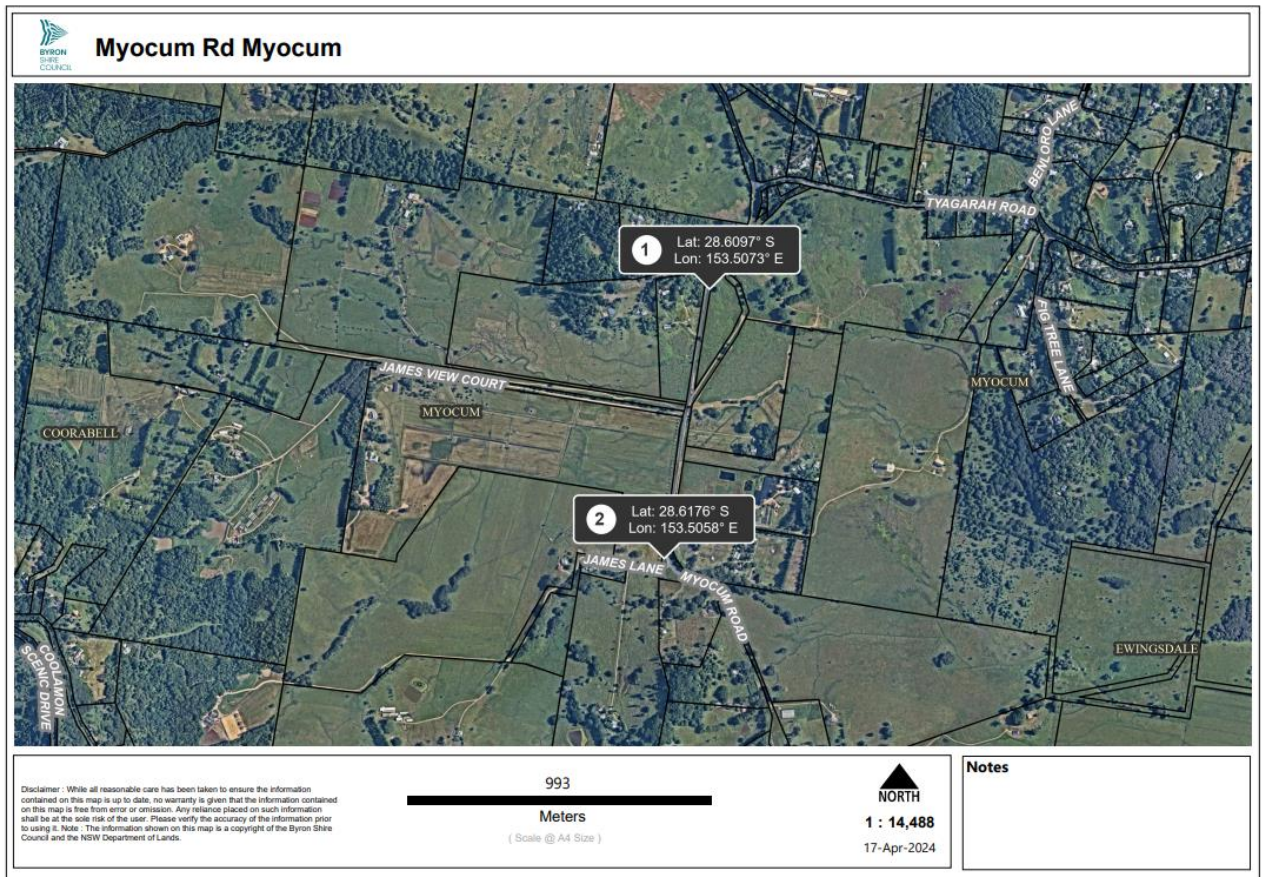
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Disclaimer : While all reasonable care has been taken to ensure the information contained on this map is up to date, no warranty is given that the information contained on this map is free from error or omission. Any reliance placed on such information shall be at the sole risk of the user. Please verify the accuracy of the information prior to using it. Note : The information shown on this map is a copyright of the Byron Shire Council and the NSW Department of Lands.

Notes

Possible Road Closure Sign Locations - subject to site validation
Point 1 - Heading West
Point 2 - Heading East



RECOMMENDATION:

- 5 That the Local Traffic Committee and Council supports the installation of automated flood signage on Main Arm Road, Main Arm, Left Bank Road, Mullumbimby and Myocum Road, Myocum as shown in this report.

FOR INFORMATION ONLY

Report No. 7.1 Transport for NSW Temporary Delegation to Councils

File No: I2024/455

5

This report is provided to create an agenda item for Alexie Miller (TfNSW) to discuss the new temporary delegation from Transport for NSW to Council.

10 Transport for NSW has issued a temporary delegation of its powers under the Roads Act 1993 to give councils an alternative approval pathway for specified low risk works to make streets more liveable, and support walking and cycling.

The formal instrument of delegation is shown in Attachment 1 and the Council Guide to using the delegation is shown in Attachment 2.

Attachments:

15

- 1 2023 TfNSW Temp Delegation to Councils, E2023/65912 , page 27 [↓](#) 
- 2 Guide to 2023 TfNSW Temp Delegation to Councils, E2023/65913 , page 30 [↓](#) 



INSTRUMENT OF DELEGATION AND AUTHORISATION

TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS
TEMPORARY DELEGATION TO COUNCILS*Roads Act 1993
Road Transport Act 2013*

On behalf of Transport for NSW, I, Rob Sharp, Secretary of the Department of Transport:

- a) **DELEGATE** under section 31(1) of the *Transport Administration Act 1988* (the 'Act') and all other enabling powers, the functions set out in **Schedule 1** to the councils set out in **Schedule 2**, and
- b) **AUTHORISE** those delegates, under section 31(2) of the Act, to sub-delegate the functions set out in **Schedule 1** to the persons set out in **Schedule 3**,

subject to the conditions set out in **Schedule 4**.

A failure to comply with the conditions set out in **Schedule 4** renders the delegation inoperative with respect to the works being undertaken.

In addition, I **AUTHORISE** under section 122(b) of the *Road Transport Act 2013*, the councils set out in **Schedule 2**, to install or display (or interfere with, alter or remove) any prescribed traffic control device as set out in the TfNSW "*Traffic Signs Database*" and indicated as "*Delegated to Council for Authorisation – Yes*", required to give effect to this delegation, including any portable traffic control lights, but NOT any internally illuminated traffic control device.

This delegation and authorisation commences on the date it is made and will continue in force until 30 June 2026 unless revoked earlier.

A handwritten signature in black ink, appearing to read 'Rob Sharp'.

Rob Sharp
Secretary
Department of Transport

Date: 24 February 2023

SCHEDULE 1 - FUNCTIONS

The functions and powers of Transport for NSW under section 115(2) of the *Roads Act 1993* to regulate traffic on a public road for purposes other than those set out in section 115(3), being the following types of pedestrian works:

- Works to enable alfresco dining on a road (where there is no change to the number of continuous travel lanes)
- Continuous footpaths
- Converting existing pedestrian (zebra) crossings to raised pedestrian ('wombat') crossings
- Mid-block treatments to manage vehicle speed including road humps, road cushions, chicanes and slow points
- Pedestrian crossings
- Pedestrian refuges
- No Stopping controls at intersections
- Kerb buildouts to reduce intersection crossing distance or manage vehicle speed (where there is no change to the number of continuous travel lanes)
- Kerb modifications for footpath improvements or tree planting (where there is no change to the number of continuous travel lanes)
- Associated changes to kerbside parking necessary to implement the proposal and to offset any parking impacts.

SCHEDULE 2 - DELEGATES

A council constituted under the *Local Government Act 1993*.

SCHEDULE 3 – SUB-DELEGATES

The general manager of a council, or an employee of the council.

SCHEDULE 4 - CONDITIONS

1. A delegate or its sub-delegates may only exercise the functions in schedule 1:
 - (a) On public roads within the local government area under the *Local Government Act 1993* for which the delegate is the roads authority;
 - (b) On unclassified roads with a speed limit of 50km/h or less;
 - (c) Not on or within 50 metres of a directly adjacent road on which a regular light rail service operates;
 - (d) Not on a road or intersection, or within 10 metres of a road or intersection, on or through which a regular bus service operates;
 - (e) Not within 100 metres of traffic lights; and
 - (f) Not on a road to which a clearway applies.
2. Delegates must use any relevant Transport for NSW established standards, specifications and Technical Directions, and the relevant Austroads guidelines and Australian Standards when designing and implementing the selected pedestrian works. Any novel designs or works where there are no established standards, technical directions or guidelines are to be dealt with under existing processes and are not subject to this delegation.

3. Delegates must submit a record of the works undertaken to TfNSW and NSW Police for information and reporting purposes. In the case of a new pedestrian crossing the record of works must include a copy of a road safety audit.



Guide to Councils

Traffic Management and Pedestrian Works Temporary Delegation

The intent of the pedestrian works temporary delegation is to facilitate more efficient and localised decision making.

The pedestrian works selected for this delegation have been identified as opportunities for councils to exercise their understanding of local needs and implement appropriate designs according to well established [Transport for NSW \(TfNSW\) standards, specifications and technical directions](#), Australian Standards and the [Austroads guidelines](#).

The delegation is a trial to help Transport for NSW (TfNSW) evaluate expanded localised decision-making. The information gathered from councils exercising the delegation will inform TfNSW as to whether the delegation requires refinement and will assist shaping longer term traffic management strategies.

The delegation may be revised or revoked at any time.

How to use the delegation

The delegation allows councils to approve and implement selected pedestrian works without needing to seek concurrence, approval or input from TfNSW. Councils do not need to seek the advice of their Local Traffic Committee (LTC).

That said, the delegation does not stop councils seeking additional advice from TfNSW or LTC to implement the selected pedestrian works. It is designed to offer a more streamlined process for decision making.

TfNSW and LTC actively welcome Councils to seek advice or assistance if it is considered useful.

What is being delegated?

Subject to the conditions set out in the delegation, councils will be able to design and implement the following:

- Works to enable alfresco dining on a road (where there is no change to the number of continuous travel lanes)
- Continuous footpaths
- Converting existing pedestrian (zebra) crossings to raised pedestrian ('wombat') crossings
- Mid-block treatments to manage vehicle speed including road humps, road cushions, chicanes and slow points
- Pedestrian crossings (i.e. not at signals)
- Pedestrian refuges

BYRON SHIRE COUNCIL

REGULATORY MATTERS

7.2 - ATTACHMENT 2

- No Stopping controls at intersections
- Kerb buildouts to reduce intersection crossing distance or manage vehicle speed (where there is no change to the number of continuous travel lanes)
- Kerb modifications for footpath improvements or tree planting (where there is no change to the number of continuous travel lanes)
- Associated changes to kerbside parking necessary to implement the proposal and to offset any parking impacts.

Novel designs and works are excluded under the delegation. Any novel works, where there are no TfNSW standards, technical directions or Austroads guidance available, will be subject to existing processes.

Reporting Requirements

The delegation will assist in evaluating whether localised decision making for certain works is a more sustainable and effective model for councils.

The reporting requirement will assist TfNSW to respond to any issues, provide support to councils and evaluate the efficacy of the temporary delegation for long term local traffic management strategy.

When exercising the delegation, council must provide TfNSW and NSW Police:

1. A description of the pedestrian work;
2. A copy of the as-built design plans; and
3. A copy of the road safety audit if establishing a new pedestrian crossing

The information is to be sent to delegated_works@transport.nsw.gov.au.

Further Enquiries

For further questions or information on the delegation please email delegated_works@transport.nsw.gov.au.

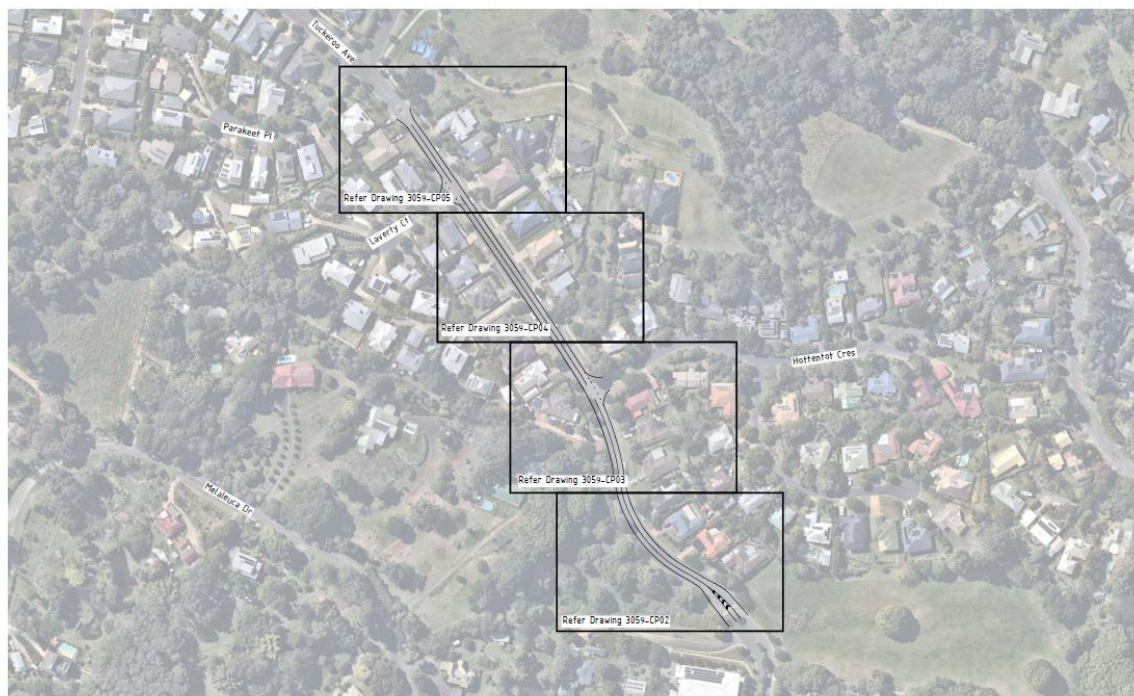
MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 8.1 Tuckeroo Avenue Linemarking Upgrade - Local Area Traffic Management

5 File No: I2024/481

The purpose of this report is to seek Local Traffic Committee support for the proposed design and associated works to install new linemarking on Tuckeroo Avenue between Left Bank Road and Parakeet Court, Mullumbimby. As detailed in attachment 1.

- 10 The proposed works involves installation of single barrier centreline and shoulder edge lines with associated Raised Retroreflective Pavement Markers (RRPM) for formalised on street parking.







- 15 The proposed treatment is intended to reduce drivers' willingness to speed on the local road by creating a narrowing effect through the corridor, encouraging drivers to maintain the posted operating speed.

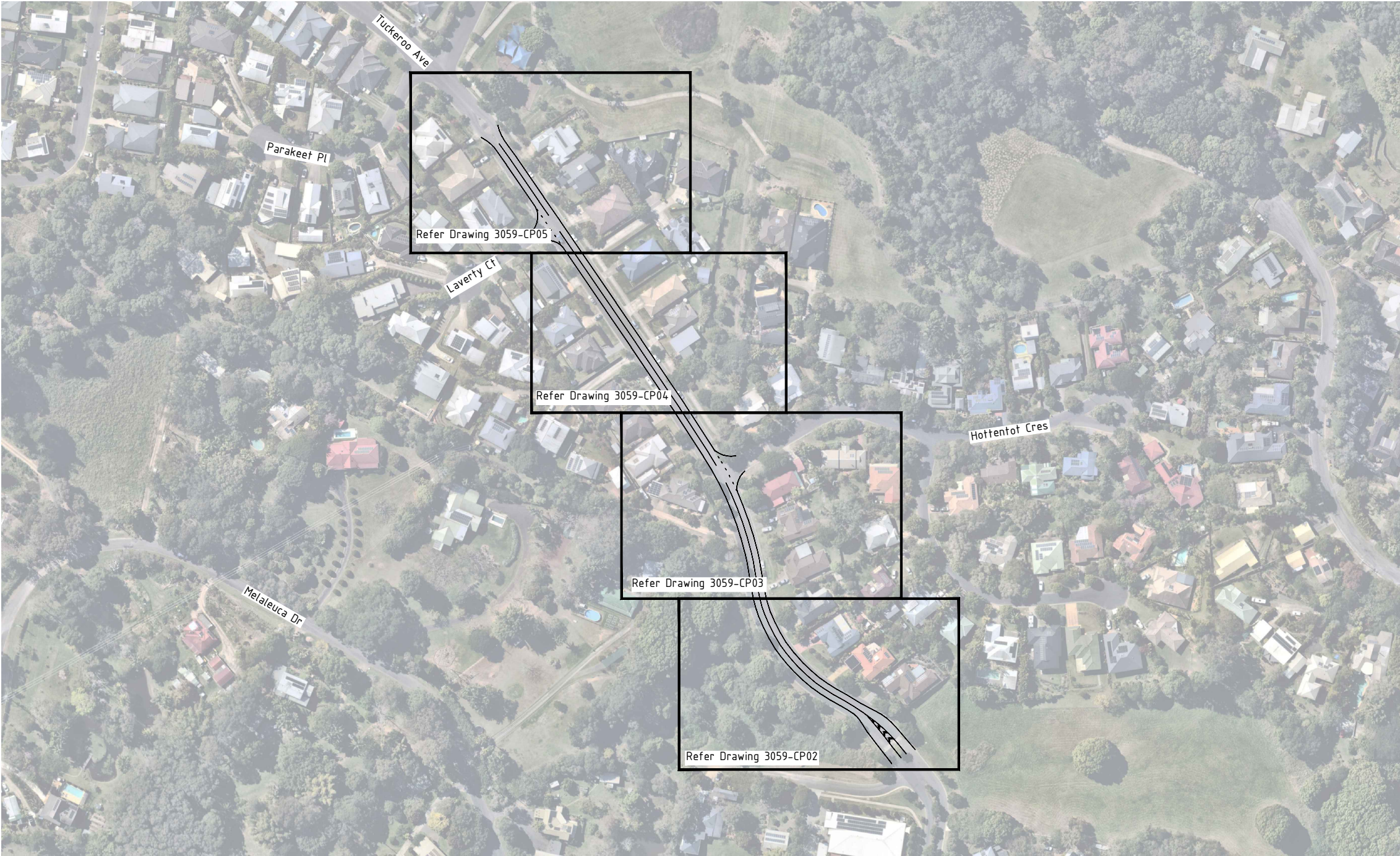
- 20 Traffic survey speed analysis (attachment 2) was undertaken for the site between 31/10/22 to the 06/11/22, which indicated majority of drivers comply with the 50 km/hr posted speed, with approximately 4% non-compliance. The proposed linemarking upgrades should effectively reduce this non-compliance rate and improve the safety of Tuckeroo Avenue for all road users.

RECOMMENDATION:

- 5 **That the Local Traffic Committee recommend Council endorse the proposed treatment to Tuckeroo Avenue as outlined in the design provided at Attachment 1 Tuckeroo Ave Linemarking Upgrade Design (E2024/36269).**

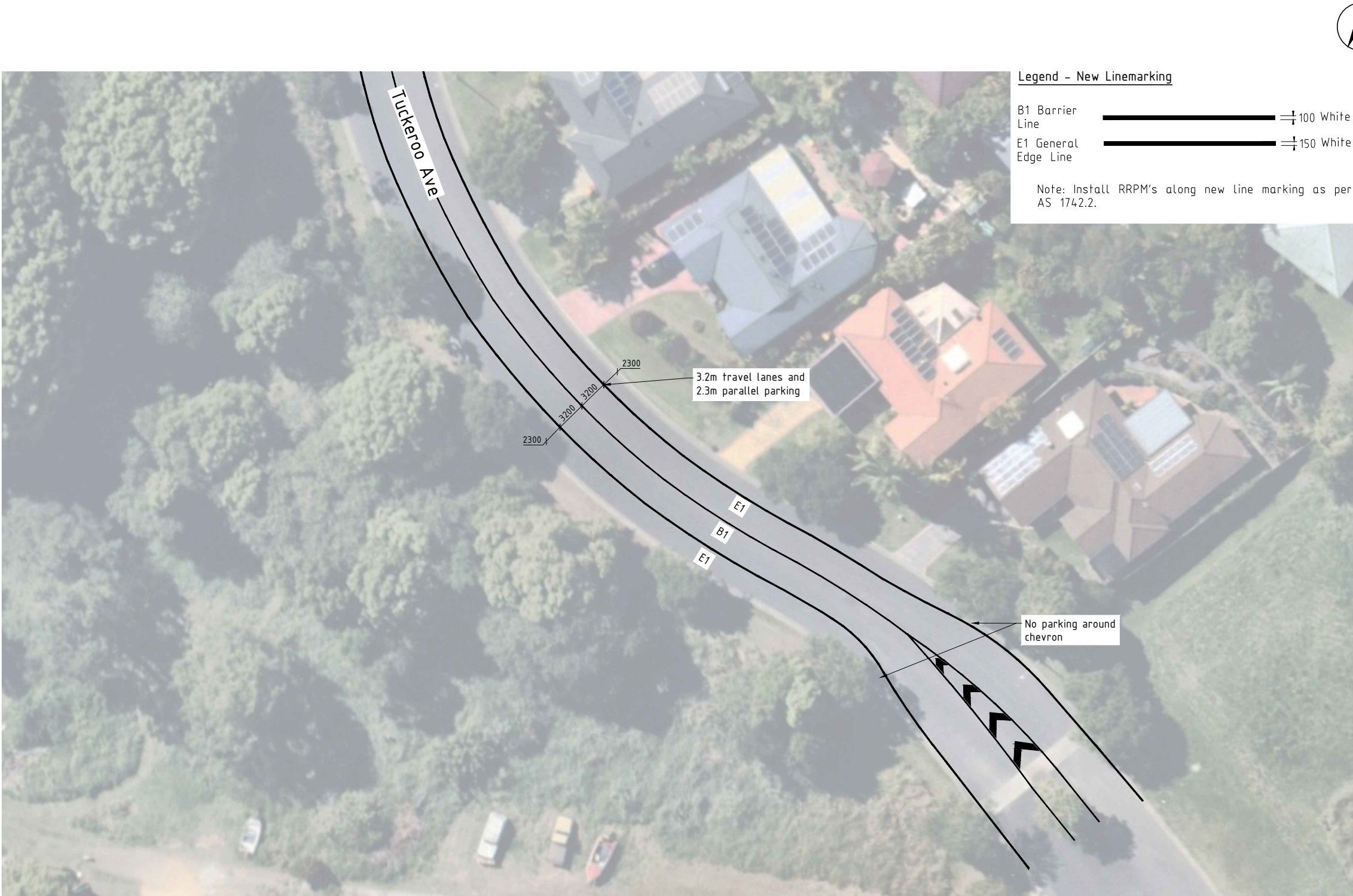
Attachments:

- 10 1 Tuckeroo Ave Linemarking Upgrade - Concept Design, E2024/36269 , page 34  
- 2 Tuckeroo Avenue Traffic Study 31_October_2022, E2024/36389 , page 39  



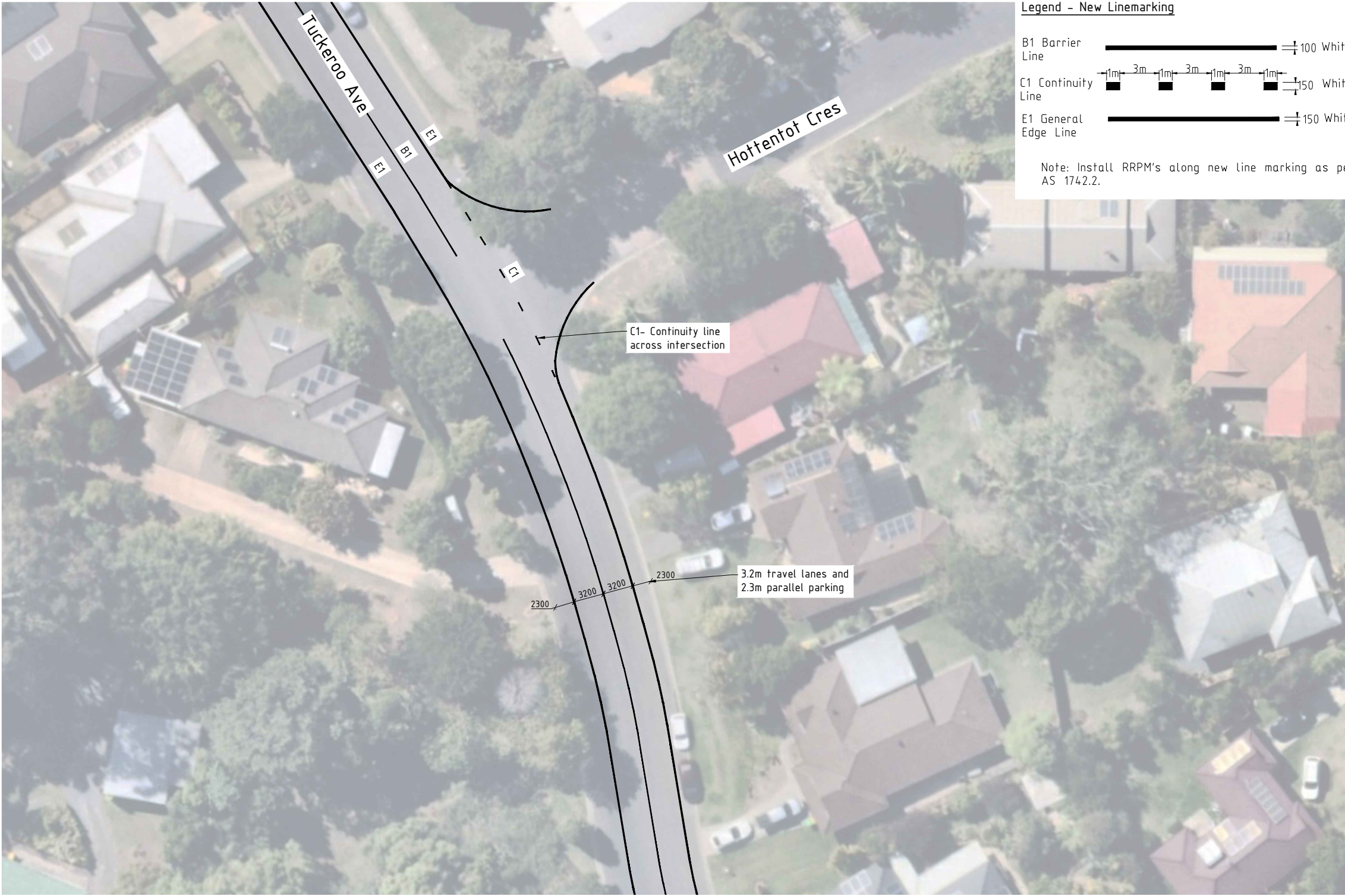
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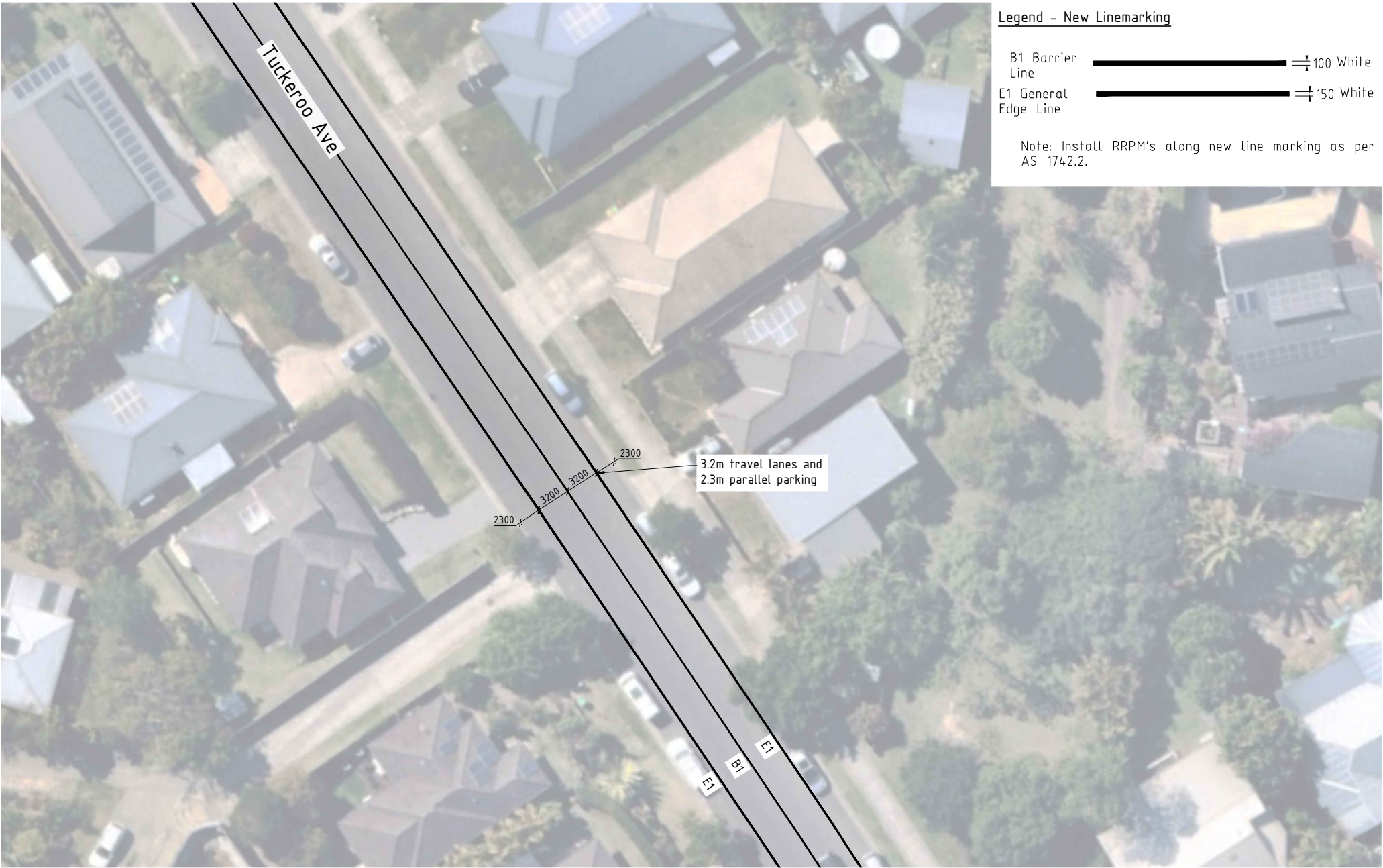


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ACAD FILE No: G:\Engineer\CAD\3000-3999\3059 Tuckerroo Ave Line Marking\Civil Design\DWG\PRELIMINARY\3059.dwg



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Legend - New Linemarking

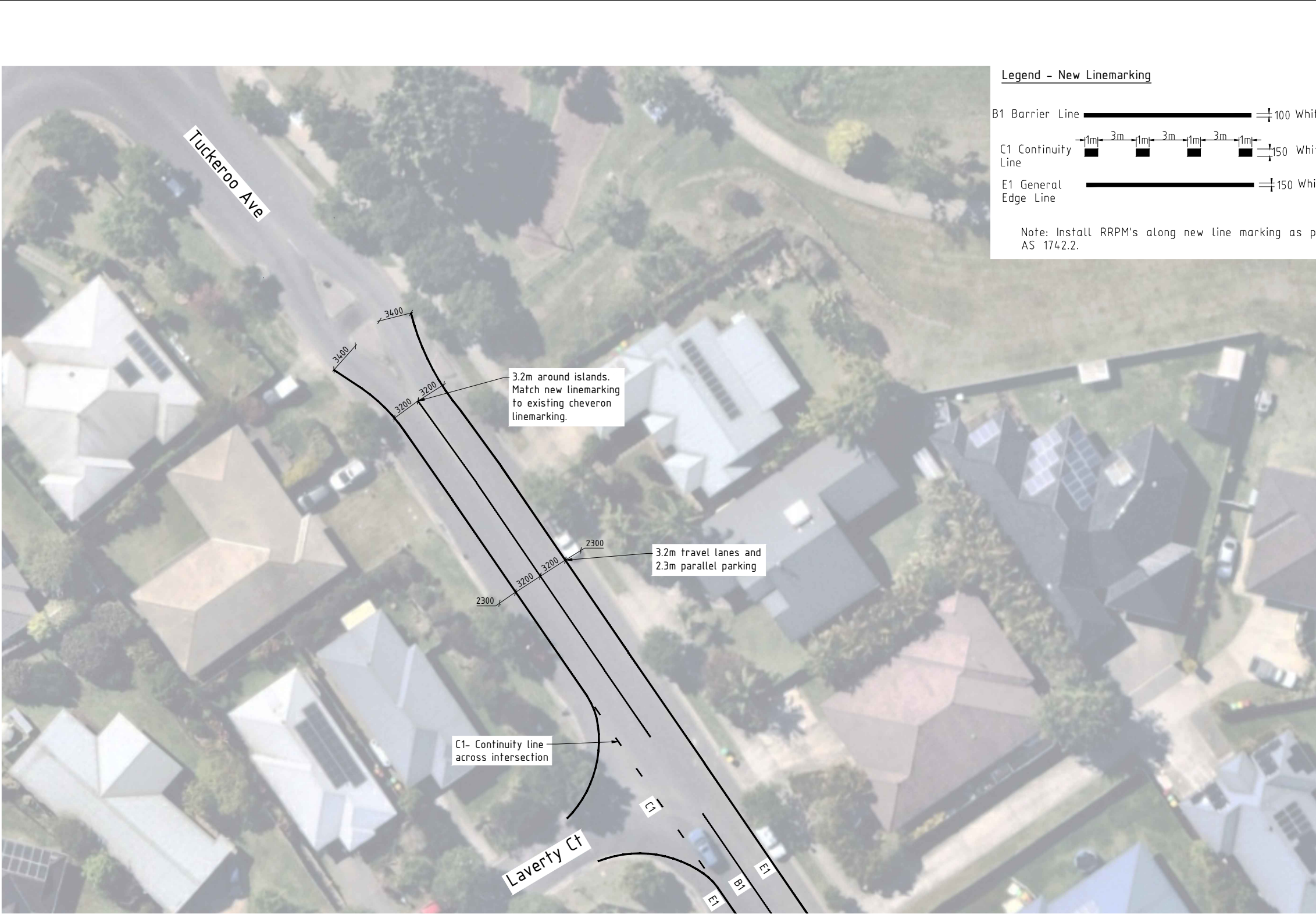
B1 Barrier Line 100 White

E1 General Edge Line 150 White

Note: Install RRPM's along new line marking as per AS 1742.2.

<div>PRELIMINARY</div> <div>NOT FOR CONSTRUCTION</div>								<div>SCALE: A1 SHEET 1:200, A3 SHEET 1:400</div> <div><div>0248121620m</div></div>		<div>Infrastructure Services</div> <div>Council offices</div> <div>70-90 Station Street,</div> <div>Mullumbimby NSW 2482.</div> <div>Phone 02 66267000</div> <div>Fax 02 66843018</div> <div>Website www.byron.nsw.gov.au</div>		<div></div> <div>BYRON SHIRE COUNCIL</div>		<div>Approved on behalf of the General Manager</div> <div>..... Date</div> <div><table><tr><td>Designed</td><td>C.A.</td><td>19.03.24</td></tr><tr><td>Drawn</td><td>C.A.</td><td>19.03.24</td></tr><tr><td>Checked</td><td>D.H.</td><td>19.03.24</td></tr><tr><td>Horizontal datum</td><td colspan="2">MGA</td></tr><tr><td>Vertical datum</td><td colspan="2">AHD</td></tr></table></div>		Designed	C.A.	19.03.24	Drawn	C.A.	19.03.24	Checked	D.H.	19.03.24	Horizontal datum	MGA		Vertical datum	AHD		<div>Project:</div> <div>Tuckeroo Avenue</div> <div>LineMarking Improvement</div>		<div>Project Pulse Number:</div>	
		Designed	C.A.	19.03.24																														
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A	Original issue			C.A.	D.H.	19.03.24									<div>Plan title:</div> <div>Linemarking Site Plan</div>		<div>Drawing number</div> <div>3059-CP04</div>		<div>Issue</div> <div>A</div>															
Issue	Amendment details			Drawn	Check	Date	# Use figured dimensions only. Do not scale.																											

ACAD FILE No: G:\Engineer\CAD\3000-3999\3059 Tuckeroo Ave Line Marking\Civil Design\DWG\PRELIMINARY\3059.dwg



<div>PRELIMINARY</div> <div>NOT FOR CONSTRUCTION</div>								<div>SCALE: A1 SHEET 1:200, A3 SHEET 1:400</div> <div><div></div><div>02481620</div><div>m</div></div>		<div>Infrastructure Services</div> <div>Council offices 70-90 Station Street, Mullumbimby NSW 2482.</div> <div>Phone 02 66267000 Fax 02 66843018 Website www.byron.nsw.gov.au</div>		<div><div></div><div>BYRON SHIRE COUNCIL</div></div>		<div>Approved on behalf of the General Manager</div> <div>..... Date</div> <table><tr><td>Designed</td><td>C.A.</td><td>19.03.24</td></tr><tr><td>Drawn</td><td>C.A.</td><td>19.03.24</td></tr><tr><td>Checked</td><td>D.H.</td><td>19.03.24</td></tr><tr><td>Horizontal datum</td><td colspan="2">MGA</td></tr><tr><td>Vertical datum</td><td colspan="2">AHD</td></tr></table>		Designed	C.A.	19.03.24	Drawn	C.A.	19.03.24	Checked	D.H.	19.03.24	Horizontal datum	MGA		Vertical datum	AHD		<div>Project:</div> <div>Tuckeroo Avenue Linemarking Improvement</div> <div>Plan title:</div> <div>Linemarking Site Plan</div>		<div>Project Pulse Number:</div> <div>Plan Register Number: 3059</div> <table><tr><td>Drawing number</td><td>Issue</td></tr><tr><td>3059-CP05</td><td>A</td></tr></table>		Drawing number	Issue	3059-CP05	A
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ACAD FILE No: G:\Engineer\CAD\3000-3999\3059 Tuckeroo Ave Line Marking\Civil Design\DWG\PRELIMINARY\3059.dwg

BYRON SHIRE COUNCIL

MATTERS FOR TRAFFIC ENGINEERING ADVICE

8.1 - ATTACHMENT 2

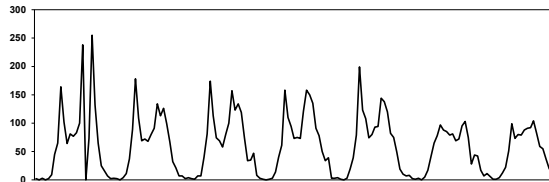
Hourly Volume By Day (Speed and Classification)

Tuckeroo Ave
north of Lavery Ct (outside #50)
Mullumbimby

Northbound and Southbound - Two Way Traffic



Site Number:	AC03
Client:	Byron Shire Council
LGA:	Byron Shire
Count Type:	Volume/Class/Speed
Coordinates:	-28.5558 153.4827



Posted Speed Limit

Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	7 day Average	Weekday Average	SITE DETAILS Two Way Traffic			
Time	31/10/22	01/11/22	02/11/22	03/11/22	04/11/22	05/11/22	06/11/22						
0:00	2	2	2	3	3	8	7	4	2				
1:00	0	3	4	1	4	2	11	4	2	Speed Distribution			
2:00	3	2	2	0	1	1	6	2	2	> 40 km/hr	43.3%		
3:00	0	0	1	1	0	3	1	1	0	> 50 km/hr	3.8%		
4:00	2	4	7	3	3	0	1	3	4	> 60 km/hr	0.1%		
5:00	9	11	7	14	19	5	4	10	12	> 70 km/hr	0.0%		
6:00	45	37	40	40	39	17	12	33	40	> 80 km/hr	0.0%		
7:00	65	89	81	61	79	41	22	63	75	> 90 km/hr	0.0%		
8:00	164	178	174	158	199	65	51	141	175	> 100 km/hr	0.0%		
9:00	102	109	113	110	123	78	99	105	111				
10:00	64	69	74	94	108	97	73	83	82	Peak Survey Results			
11:00	81	72	69	73	74	88	80	77	74	AM	8:00	199	
12:00	77	68	58	75	80	85	79	75	72	PM	18:00	255	
13:00	83	80	80	73	93	79	88	82	82	24hr Volume		1608	
14:00	100	91	100	121	94	81	91	97	101	Light		1518	
15:00	238	134	157	158	144	69	92	142	166	Heavy Rigid		107	
16:00	0	113	123	150	138	72	104	100	105	Heavy Articulated		6	
17:00	73	126	134	135	120	95	82	109	118	7am to 7pm Volume		1334	
18:00	255	99	119	91	82	103	59	115	129				
19:00	132	67	74	78	75	75	55	79	85	Avg Traffic Composition			
20:00	65	32	34	50	49	28	37	42	46	Light		94.2%	
21:00	25	21	35	34	19	44	20	28	27	Heavy Rigid		5.6%	
22:00	16	7	47	39	10	42	11	25	24	Heavy Articulated		0.2%	
23:00	7	7	8	3	7	17	7	8	6				
7am-7pm	1302	1228	1282	1299	1334	953	920	1188	1289	Avg Speed Data (kph)			
24hr Total	1608	1421	1543	1565	1563	1195	1092	1427	1540	85th Percentile		44.6	
Light	1518	1311	1434	1439	1490	1158	1054	1343	1450	Mean		38.0	
H Rigid	89	101	103	87	107	38	38	80	87	Minimum		10.0	
H Artic	1	2	5	5	1	6	0	3	3	Maximum		72.0	
											Std. Deviation		7.0

1665618983742

GEOCOUNTS Data Supply - Make Every Survey Count®

V 2.1